

**Minutes of the Public Works Committee  
June 11, 2009**

Chair David Swan called the meeting to order at 8:30 a.m.

**Committee Members Present:** County Board Supervisors David Swan (Chair), John Pledl, Peter Wolff, Pauline Jaske, Pamela Meyer (arrived at 8:36 a.m.), Walter Kolb, Peter Gundrum (left at 9:30 a.m.)

**Also Present:** Legislative Policy Advisor Ann Olson, Legislative Associate Karen Phillips, Airport Operations Assistant Kurt Stanich, Senior Civil Engineer Mike Grulke, Architectural Services Manager Dennis Cerreta, Budget Specialist Linda Witkowski

**Approve Minutes of May 14, 2009**

MOTION: Jaske moved, second by Kolb to approve the minutes of May 14, 2009.

Motion carried: 6-0.

**Executive Committee Report of June 1, 2009**

Swan reviewed the items discussed at the Executive Committee meeting of June 1, 2009:

- Update on Information Technology Projects and Tour
- Discussion of Recycling Markets and Material Recycling Facility Contract Amendment
- Update on the 2009-2010 Internal Audit Work Plan
- Committee Reports

**Future Agenda Items**

- Abandoned railroad tracks on CTHF and Busse Road (Swan)
- CTH JJ/Bluemound westbound at the intersection of Wamser & JJ – speed limit concerns (Swan)
- Eastbound ramp onto I-94 from Highway 164; timing light causing traffic backups (Jaske)

**Future Meeting Date**

In the absence of any objections from the Committee, Swan stated the July meeting date would be moved from July 16 to July 23, 2009. Jaske stated she would not be able to attend the meeting on July 23.

**Discuss Traffic Speed Studies**

As it was Grulke's first appearance before the Public Works Committee, the Committee members introduced themselves. Grulke proceeded to specifically discuss the speed study done on CTH between Racine Avenue and CTHES. The issue is that there are two different speed limits in that area – 40 and 50 miles per hour. Grulke recommended that the speed limit be made a uniform 40 miles per hour throughout that corridor. Grulke said he advised Gary Evans of his recommendation and Evans agreed. Kolb asked if this would be a temporary measure. Grulke explained that residents, an alderman and Supervisor Gundrum had initially requested the speed study. Once the road construction in the surrounding areas has been completed, counters would be put out again and the speed limit reevaluated.

Gundrum asked what statistics the speed study showed. Grulke explained that statistics of speed

and traffic volume were measured by means of tube counters. The average speed was determined to be about 42 miles per hour. The volume of traffic was approximately 9500 vehicles per day, up from the normal of 4500 vehicles per day, due to the road construction/detours in this area. Grulke stated that the area affected by the speed limit reduction is only about a 0.4-mile stretch, and it approaches a stop sign.

Jaske asked if the speed limit change would require an ordinance. Grulke stated that Evans has indicated that Allison Bussler could sign an order for a temporarily change, and speculated that this would be done sometime next week. Gundrum stated he would not be opposed to Kolb's idea of making the speed limit a uniform 45 miles per hour through this corridor. Olson advised that any permanent change would require an ordinance. Grulke assured that when the area road construction is done and traffic volume returns to normal, another speed study would be done. Grulke reiterated the discussion to clarify that a consensus was reached.

Meyer asked what conditions dictate that a speed study be done. Is there a procedure? Grulke stated that the majority of requests are made directly to him. Grulke advised there is a backup of speed studies due to the large number of requests he receives by phone. The requests come from residents, law enforcement, alderman, supervisors, etc. Grulke said he often asks for a letter or email from the requestor for documentation purposes.

Jaske stated that the Department of Public Works should establish a policy for speed study requests. Gundrum agreed that there should be a policy in place. He requested that the Public Works Committee be provided a list of all the speed studies being done and kept informed of the progress of the studies. Swan added that there especially needs to be communication with the person who initially brought forth the request for a speed study – acknowledgement of the request and results. Olson suggested that the establishment of a speed study procedure be discussed with Evans and Bussler at a future Public Works Committee meeting.

MOTION: Jaske moved, second by Gundrum, that the Public Works Committee notify the Public Works Administration that they would like a process put in place for speed studies on County highways. Motion carried: 7-0.

Olson stated she would communicate this information to Public Works Administration.

### **Update on Airport Activities**

Stanich appeared for Markano, who was ill. He distributed a handout of an article titled *Public Flack Grounds Private Jets*, telling of the recent public backlash against executive perks resulting in companies cancelling orders for new planes and selling ones they own. He stated that the aviation industry is under political pressure right now because of private jet usage. Stanich explained that even though overall Waukesha County Airport operations are up 3% over last year, the operations are down with regard to business jet travel that has resulted in less fuel sold. The fuel sales have decreased about 10.5% compared to last year. The positive note is that small aircraft usage is increasing due to lower fuel costs than last year; however, they use much less fuel than the larger aircraft. Stanich stated that hangar land-lease projections are also down due to the state of the economy.

Stanich said that the Transportation Security Administration (TSA) is attempting to enact a large

aircraft security program. He said the plan would take away the convenience of traveling by private jet or general aviation airplane by requiring security screening, checking of baggage and restrictions similar to commercial airline travel. He said this would have an adverse effect on general aviation. Stanich stated they would post any new developments on the TSA issue on their website.

Stanich continued with a summary of additional Airport activities. With revenues down and the uncertainty of future FAA authorization, capital projects are being rearranged. For 2010, taxiway Charlie and taxiway Delta reconstruction and lighting are planned for design. The snow removal equipment building has been pushed out one more year, with design in 2010 and construction in 2011. The gate redesign project is progressing and should be done by the fall or next spring.

In consideration of the present economic situation, Stanich stated that he and Markano have decided not to attend a few of their usual conferences; instead, the funds will be redirected to create a new marketing campaign to increase business at the Airport. He said they are also looking at ways to promote use of Airport conference rooms.

Stanich said that the Waukesha Aviation Club is putting in a viewing area near Gate 5, including a parking area and picnic tables, which should increase public use and awareness of the Airport. He also distributed a flyer advertising the *Wings over Waukesha* event, to be held at the Waukesha County Airport on June 19-21, 2009. He said plans are in progress for the 75<sup>th</sup> anniversary of Crites Field next year.

Jaske asked whether any plans have been made with Brian Dorow to present his General Aviation Security Training Program and the Waukesha County Airport. Stanich stated they are working on scheduling the program in August for Countywide training. To answer Swan's question, meetings are being held in conjunction with the Waukesha County Economic Development Corporation in efforts to find ways to promote local businesses and increase travel to Waukesha County.

Gundrum left at 9:30 a.m.

### **Capital Projects Update**

Cerreta reviewed the progress of the following Capital Projects:

- Medical Examiner Expansion – Cerreta stated this four-phase project is going well. The first phase is 90% done, and should be finished by the end of the month. The entire project is expected to be completed by the end of the year. The project is on time and on budget.
- Secure Corridor – The design phase is about 25% complete from a drawing standpoint. It will go out for bid and the end of the year, with construction beginning next year.
- Radio Services – This project is in design; the drawings are 30% complete. From a budget and concept standpoint, the building project is currently on time and on budget, with construction scheduled for next year.
- HHS Office Building – Interviews with staff for determining spatial needs are 85% complete. It is estimated that the new building will be about 120,000 to 130,000 square feet. The RFP for the construction manager (CM) will probably begin in September; interviews would be conducted this year and the CM hired in January. The architect will

be brought in January or February 2010. The project is a 2-year budget and concept cycle (2010-2011), with design in 2012 and construction in 2013-2015. To answer inquiries from Swan and Jaske, Cerreta further discussed the need for a CM. He explained it would provide another level of oversight, as this will be a massive project. Cerreta stated that talks are continuing with the Landmarks Commission and the State Historical Society regarding the preservation of certain historical structures on the grounds.

- Highway Ops Water Loop Project – Cerreta stated the drawings are about 40 % complete. This project will cost \$260,000. Cerreta distributed a drawing that illustrated the new (in red), and existing (in blue) water lines. This project was necessary for conformance with a City ordinance that requires installation of a sprinkler system in the storage building constructed on the grounds.

MOTION: Jaske moved, second by Pledl, to adjourn at 9:49 a.m. Motion carried 6-0.

Respectfully submitted,

Peter Wolff  
Secretary